

ORDINANCE No.

*Reduce the speed limit to 20 miles per hour on residential streets in Portland to support safe travel (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. On June 17, 2015, City Council adopted Resolution 37130 with the goal of Vision Zero – that no loss of life is acceptable on our city streets.
2. On June 15, 2016, City Council adopted the 2035 Comprehensive Plan with the Vision Zero Goal 9.A, “The City achieves the standard of zero traffic-related fatalities and serious injuries.”
3. On December 1, 2016, City Council adopted by Ordinance 188122 the City of Portland’s Vision Zero Action Plan.
4. The Vision Zero Action Plan identifies 32 actions to eliminate traffic deaths and serious injuries by 2025.
5. Three of the 32 actions in the Vision Zero Action Plan specifically target speed management on Portland streets; 47% of traffic deaths in Portland (2004-2013) involve speed.
6. Vision Zero action Speed-2 aims to gain local authority for speed reduction on City of Portland streets, an authority that is currently held by the State.
7. The 2017 Oregon legislature passed HB 2682, amending ORS 810.180 to authorize the City of Portland to designate by ordinance a designated speed that is five miles per hour lower than statutory speed on non-arterial streets under the jurisdiction of the City of Portland in a residence district.
8. Non-arterial streets in residence districts make up about 70% of Portland’s transportation network. Many of these streets are primary routes for children walking and biking to school.
9. Portland residents identified “people driving too fast on residential streets” as one of the top barriers to walking in the 2017 PedPDX Citywide Pedestrian Plan “Walking Priorities” survey. Residents from almost every district of the city identified high speeds on residential streets as one of the top three problems that makes walking difficult in Portland.
10. Policy 9.6 of the 2035 Comprehensive Plan calls for prioritizing walking above all other travel modes when making transportation system decisions.

11. Speed reduction from 25 MPH to 20 MPH can save lives; a pedestrian hit by a driver at 25 mph is nearly twice as likely to die compared to someone hit at 20 mph (AAA, 2011, Impact Speed & a Pedestrian's Risk of Severe Injury or Death).

12. On June 14, 2016, Governor Brown signed HB 2682 into law, thereby amending ORS 810.180.

NOW, THEREFORE, the Council directs:

- a. Consistent with newly amended ORS 810.180, the City of Portland establishes by ordinance a designated speed that is five miles per hour lower than statutory speed on non-arterial streets under the jurisdiction of the City of Portland in a residence district.
- b. The Bureau of Transportation shall update speed limit signage consistent with ORS 810.180 to inform people driving of the new speed limit.
- c. The residential speed limit of 20 miles per hour shall take effect when 25 MPH signs have been removed or 20 MPH signs have been installed, with signage expected to be updated citywide by April 1, 2018.
- d. Consistent with Ordinance 188122 endorsing the City of Portland's Vision Zero Action Plan, the Bureau of Transportation shall report back on safety performance as requested by City Council.

Section 2. The Council declares that an emergency exists because people are dying in traffic crashes; therefore, this Ordinance shall be in full force and effect from and after its passage by the Council.

Passed by the Council:

Commissioner Dan Saltzman
Prepared by: Matt Ferris-Smith: PBOT
Date Prepared: 12/18/2017

Mary Hull Caballero

Auditor of the City of Portland
By

Deputy